



October 2012

PorscheNaut

MAGAZINE

THE OFFICIAL PUBLICATION OF THE LONE STAR REGION PORSCHE CLUB OF AMERICA

Rides and Rolexes

See page 12

991 PDK FAQ

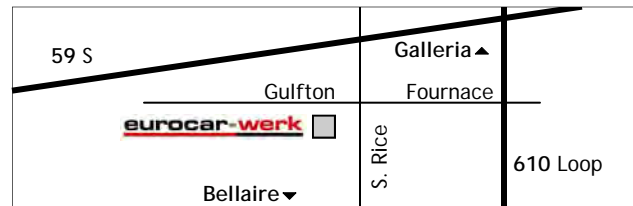
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COVER: This month's cover shot is by Greg Platt. A rest stop at the top of a Swiss mountain pass (2009). Note that the Swiss are believers in the "guard rock" method of keeping cars from going over the cliff.

FEATURES

Every Year in June - Mike Globe.....	4
Rides and Rolexes:	
A 2012 Concours Date is Set - Shawn M. Galloway	12
Member Profile, Shawn M. Galloway	12
991 PDK FAQ - Greg Platt	14-16
Boxstoberfest 2012, Fredericksburg - by Michael Shassere, Tourmeister.....	19

DEPARTMENTS

LSR Board of Directors	3
LSR Committee Chairs / Upcoming Activities	5
LSR Board Meeting Minutes - Cynthia Crawford	6
Membership Report - William Wong.....	8
From the Fast Lane - Mark Weisser.....	10
DE Event schedule / Registration info.....	18
Classified Ads.....	25

LSR ADVERTISERS

Rides and Rolexs, Porsche Concours Show.....	7
AXA Advisors / Flodder Financial Group.....	13
Casari's	26
Eurocar Werk	2/28
European Auto Techniks	24
Houston Fix My Computer	17
Koby Motors	9
Lifetime Dental Care.....	21
Magnetic Oval Numbers.....	17
Manor Inn College Station.....	11
Momentum Porsche	27
Performance Driving School.....	24
Porter Hedges LLP.....	17
Rodger Gay	20
Swiss Garage.....	23
Texas World Speedway	9
Victory Motorcars	11/17
Xcel Federal Credit Union	17

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Every Year in June

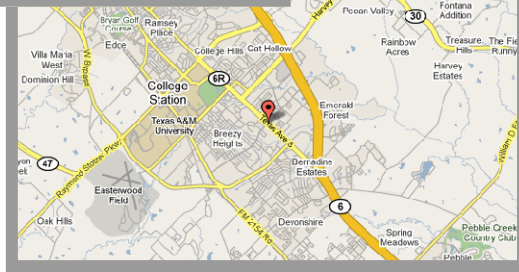
By Mike Globe
Lone Star Region Vice President

Every year in June, on the same weekend that LSRPCA holds its June DE at Texas World Speedway, the Blue-bonnet Street Rod Car Club holds an event in College Station as well. Just like the Porsche Club folks, many of the hot rod crowd stays at the Manor House Inn. So each June, instead of a parking lot full of Porsches only, we have a lot split half and half between Porsches and Hot Rods. If you are a car lover (which you must be to be reading this), it is quite a sight to see.

The parking lot of the Manor House has for years been a gathering spot for DE participants to hang out and chat with friends each evening. Many of us stay there just for that reason. The hot rod crowd seems to have exactly the same view, and so on those hot June evenings, we have two crowds, race track oriented Porsche owners, and chrome and polish loving American Hot Rod aficionados.

Watching the “action” in the parking lot, the differences in the cultures are striking. These are two groups that really have only the love of cars in common. But for those from either group who take the effort to strike up a conversation with the other, that love of the automobile breaks down the barriers in a hurry. Each time I strike up a conversation with the hot rod crowd, I walk away with new knowledge, and an appreciation for the passion that the hot rod lovers have for their pastime. I can only hope that they get some of that same appreciation for what we do at our driving events.

Our PCA region, LSR, has sub-cultures as well that are to some extent defined by the activities we offer. There’s the Concours crowd, the driving tour people, PDS participants, DE students and instructors, racers, coffee and cars attendees, and the social event crowd. Many folks stick to just one activity or group, some seem to show up everywhere.



If you are one of those who is only seen at a particular type of event, maybe it’s time to break out of the mold a bit? It costs nothing to come out to a concours, look at the beautiful cars, find out about concours competition, and meet some new friends. If you’re a concours or tours regular, come on out to a DE and pay a visit. You can drive your beautiful car on the parade laps, and take in the world of track-ready cars and drivers. The sights and sound of race-prepped Porsches roaring down the front

straight at 130 is something to behold. If that isn’t enough, look around at the enthusiasm and smiles that you will see on the faces of the students and instructors. Better yet, sign up and drive.

Maybe the best place of all to meet Porsche people of all types is at the social events. We have regular Coffee and Car events on most weekends that are organized by Walt Doyle (gtg@lsrpca). Pam Fitzgerald (activities@lsrpca) organizes monthly Formula 1 dinners where we almost never talk about F1. And Pam runs a happy hour on the third Thursday of each month.

Come out and meet the “other” part of the club, the people you don’t usually see. Just like the Hot Rod folks, they may be a bit different from your crowd. But they are every bit as interesting and passionate about what they love in the Porsche world as you are.

Upcoming Activities

LSR COMMITTEE CHAIRS

Activities Chair

Nina Midway
social@lsrpca.com

Autocross Committee

David Hedderick
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Charity Chair

Anne Retzler
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Club Race Chair

Haas Fogle
clubrace@lsrpca.com

Concours Committee

(partial listing)

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Performance Driving School

Steve Bukoski
pds@lsrpca.com

High Speed DE Committee

(partial listing)

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October 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	★ 3	★ 4	★ 5	★ 6
7	8	9	10	11	12	★ 13
14	15	16	17	★ 18	19	★ 20
★ 21	22	23	24	25	26	★ 27
★ 28	29	30	31			

- 3 Board Meeting at the Houstonian
- 4-6 Grand Prix of Houston (possibly with Porsche Corral)
- 6 City-Wide Coffee and Cars - Vintage Park
- 6 LSR Performance Driving School (PDS)
- 13 Rides and Rolex LSR Concours at the Houston Gold Exchange
- 13 PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
- 18 Third Thursday Social
- 20 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 20 Car Get-together (M) - 8:30 am at Starbucks Uptown Park
- 20-21 October Ozark Tour and Registration Form
- 27-28 DE at TWS sponsored by Hill Country Region
- 27 PCar Get-together (N) - 8:30 am Starbucks in Market street by the Woodlands Mall

November 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	★ 3
★ 4	★ 5	★ 6	★ 7	★ 8	★ 9	★ 10
★ 11	12	13	14	★ 15	★ 16	★ 17
★ 18	19	20	21	22	23	★ 24
25	26	27	28	29	30	

- 3 City-Wide Coffee and Cars - Vintage Park
- 4-9 November Ozark Tour and Registration Form
- 7 Board Meeting at the Houstonian
- 8-11 PCA Escape in Eureka Springs, Arkansas
- 10 PCar Get-together (S) - 8:30 am at Dunn Brothers Coffee in Friendswood
- 15 Third Thursday Social
- 16-18 US Grand Prix Weekend in Austin
- 17 LSR Performance Driving School (PDS)
- 17 PCar Get-together (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 17 Car Get-together (M) - 8:30 am at Starbucks Uptown Park
- 24 PCar Get-together (N) - 8:30 am Starbucks in Market street by the Woodlands Mall

The calendar of events is current at the time printing. Date/time/event changes may be necessary. For additional details of the events listed above and for events scheduled after printing, please check the Lone Star Region web site at www.lsrpca.com



LSRPCA Board Minutes

Cynthia Crawford, Secretary

September 2012 Board Minutes

Date: September 12, 2012

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Mike Globe, Vice-President

Cynthia Crawford, Secretary

Lynn Friedman, Past President

William Wong, Membership Chair

Sylvia Lanz, Concours Chair (outgoing)

Steve Bukoski, PDS Chair

Pam Fitzgerald, Activities Chair

Ron Baklarz, Tour Chair

Anne Retzler, Charity Chair

Jim Heimer, Web Master

Burnell Curtis, Tech Adviser

Edwin Cannon

Larry Friedman

Marcos Hoffman

Eric Serrell

Michelle Serrell

Mike Globe called the meeting to order at 6:30 p.m. Mike reported that Boxstoberfest was very successful. It was well organized, safe and everyone had a great time. Mike also reported that the Porsche Cars North America (PCNA) World Roadshow is coming to MSR Houston October 5-7. Participation is by invitation.

Sylvia Lanz announced that she is stepping down as Concours Chair due to job responsibilities. She is leaving the Concours in good hands, with the committee of Walt Doyle, Edwin and Dee Cannon, and Eric and Michelle Serrell. Sylvia nominated Walt Doyle to be the new Concours Chair, Mike Globe seconded and all voted in favor. The Board thanked Sylvia for her years of dedication to the Club and the Concours program. Eric, Michelle and Edwin discussed the new Concours sponsor program. The next Concours is scheduled for October 13 at the Houston Gold Exchange, 12513 Westheimer. Registration will be through ClubRegistration.net. The first Concours of 2013 is planned for the Kemah Boardwalk.

Steve Bukoski reported that the next Performance Driving School is on October 6 at the Houston Police Academy, 1700 Aldine Westfield. He needs additional instructors for the event.

Pam Fitzgerald reported that the July 21 and September 1 F1 dinners were well attended and enjoyed by all. She discussed holding an event at Jeannine's Bistro, 106 Westheimer Road, on a Sunday when the restaurant is normally closed. The event would feature heavy hors d'oeuvres and the anticipated cost would be between \$15 - \$20 per person. Possible dates that do not conflict with other Club events and upcoming holidays were discussed. In order to reserve a date, Pam will need to commit to a minimum of \$750. Cynthia Crawford moved to authorize Pam to commit up to \$750, Mike Globe seconded and all approved. Pam will follow up with the restaurant and report back on date options.

William Wong reported that the Club membership stood at 1257 primary and 2071 total members.

Jim Heimer reported that Momentum Porsche is hosting a Coffee & Cars on Saturday, September 15.

Anne Retzler reported that the next charity drive is to Stingaree Restaurant on the Bolivar Peninsula on September 23. Anne showed a t-shirt designed by Jim Heimer for the event which can be purchased for \$20. Anne further reported on a request she received from a Club member to raise funds for a charity supported by that member. The Board suggested the member submit a charity event proposal for consideration. Additionally, Anne relayed a request from Sister Sara of Magnificat House to make an appearance at a Board meeting in order to thank the Club for supporting Magnificat House and to provide information about their programs. There was general agreement and Anne will extend an invitation to Sister Sara.

Ron reported that the Porsches and Pianos Tour to Round Top was very successful. The next tour is to Natchez, Mississippi on October 5-7. The group will visit antebellum homes, tour the Vicksburg National Military Park and Museum, and stay at the Natchez Eola Guest House. The final tour of the year will be the El Camino Real de los Porsche on November 24-25. The group will explore Texas history including tours of Goliad, Coleto Creek and Spanish missions.

Lynn Friedman read a note to the Club from the family of John Denninger who passed away a year ago expressing their appreciation of the Club's support.

Ron Baklarz moved to adjourn, Lynn Friedman seconded, all agreed and the meeting was adjourned at 7:45 p.m.

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Membership: August

William Wong, Membership

Welcome!

For those of you who are new to the Porsche Club, the Lone Star Region would like to welcome you! Reasons for joining the club are many, but rest assured you're not alone in your endeavor as the owner of one of, if not the best high performance automobile available today! If your ambition is to become one with your car, testing your driving abilities and your car's handling characteristics then our Drivers Education (DE) or Autocross events are just for you. If you prefer a more relaxed atmosphere, our concours events are held at various venues around the Houston area. If wearing a helmet isn't your cup of tea and you've decided that washing and waxing is best left to the detailer, then you're sure to find that participating in one of our "Drive-n-Eat" socials is just for you!

New August 2012 Members

Jonathan H. & Kelly		
Boultinghouse	1987	911
Steve Brown	2006	911 C4S
Adam A. Bush	2001	Boxster
Dustin R. Cook	2013	Boxster
Ronald G. Ellwood	2005	911
Larry Gomez	2012	Cayman R
Ronald J. & Kathy Hankamer	1960	356B T5
John A. Hohman	2012	911
James E. Johnson	2006	Boxster S
Brian T. Kluczynski	1999	Boxster
Jacob Merukh	2012	Boxster
Ray W. Mettetal III	2005	911 S
Lisa A. Natland	2013	Boxster S
Aaron K. Oliver	2002	911
Nishil Patel & Karan Sra	1997	911 C4S
Tom & Lea Radom	1995	993
Michael Samadi	2009	911 S
Juan D. & Vanessa Sola	1998	993
James T. & Nick Strehl	2011	911 GT3RS
Jacalyn S. Strong	2012	911 turbo
Harold W. & Cynthia Tilford	2002	Boxster

August Transfer-in

Alejandro M. Elizondo & Ela Fdz. de Elizondo	2003	911 turbo
William S. & William S. Jr. Nelson	2007	911S
Anthony P. Vandertol & Florence Koong	2013	Boxster

Membership: September

New September 2012 Members

Manuel & Kelly Alvarez	2012	911S
Corey Barrett	1970	911E
Doug Crandall	2004	911
Julia M. Doke	2006	911S
Mauricio Ducoing & Eric Villaseñor	1979	930 turbo
Adrian L. Gentry	2006	Boxster
Ghassan Haddad	2013	911 turboS
John W. Horne & Sara Hart	2013	911
Chad & Jennifer Matter	2004	911 C4S
David A. McMahon & Edgar Williford	1991	944S2

Ronald C. & Kimberley Pearson	2012	911S
Susan Schultz	2007	Boxster S
Travis Stratton	2006	Cayenne

September Transfer-in

Thomas Chen	2004	911 C4S
Sean Coffey	2005	911
James L. Collins	2005	Boxster S
Mauricio Garcia	1972	911T
Bob Rapfogel	2005	Boxster S
Kashay N. Schmidt & George Mendes	2007	911
Charles & Mary Soderstrom	2005	Cayenne
John D. Tessman	2010	911 Turbo
Jose M. Velasco	2006	911 C4S

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From the Fast Lane:

By Mark Weisser, PorscheNaut Editor

I look out and see that it's fall again. The temperatures are dropping (finally!) and the days are getting shorter. And you probably know what that means.

It's top down time! Yes! And for those of you who can't do that, you can get to enjoy driving with the windows down. It's my favorite time of year. It's time for reflection, for some hunting, perhaps. Shooting some clay targets or perhaps real birds. Football is on for you sports fans. And it's time to wrap up the Formula 1 season (and an interesting season it has been, eh?).

This is a really great time to take a look at your Lone Star Region calendar. It's handy – right in your hands, in fact. It's on the web, too. You can see there are lots of great things to do with our club. Get together over coffee at several places around town. It's a great way to meet some new people.

There is a concours event and if you haven't gone to one, take some time and go. To compete all you need to do is wash your car. Maybe wash it a tad better than usual, but that's about it. Come on down and see what it's all about. Even if you just stop on by you will see some nice cars and meet some new folks.

There are F1 dinners which are mostly a reason to meet and talk about things we all have in common. Our cars for one, and then I find that as conversations wander our interests as LSR members are like minded on many other topics. So if you haven't gone to one, consider it. After all, you are going to eat dinner somewhere, right?

And there is a DE as well. It's a great chance to see what driving is really all about. And if you don't participate this time, take a drive out to Texas World Speedway in College Station and take a look for yourself. I recommend getting there by at least 11:00 so you can relax a bit, walk around, and drive on the parade laps. Parade laps are at noon and you can drive your own car (even if it's not a Porsche) on the track for a few laps. Granted, it's not at a fast pace, but you can get a sense of what it might be like.

We have some great articles for you this time. And a great big thank you to the contributing writers and photographers! I can't do it without you.

So, at the risk of repeating myself, go see and do some events with us this fall. And write about them. And send them to me (with photos, please!). Also, even if you have something you would like to share with other LSR members, send it on in. Whether it's driving tips, how to articles, technical pieces – I will consider all of them. And you likely know someone who would like to have something they have written published, right? Send them to me.

Okay – it's that time again. I must run. The top needs to go down and I will see you in the fast lane...

- Mark



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Rides and Rolexes: A 2012 Concours Date is Set

By Shawn M. Galloway

We have come a long way from the 17th century French aristocracy parading horse-drawn carriages in Paris for all to enjoy. However, the passion for a Concours d' Elegance is never lost among the enthusiast or weekend-hobbyist.

In early June, the Lone Star Region of Porsche Club of America revived the Concours Planning Committee with a heightened sense of focused enthusiasm. A date and location has been established for 2012.

Houston Gold Exchange, located at 12513 Westheimer Road, Houston, TX 77077 has graciously committed to become the staging ground for what will be the only PCA officially-judged and best Porsche Car Show of the Greater Houston Area. With some incredible sponsors identified, exciting giveaways chosen and over 1,000 members in the region, this is sure to be an event to remember.

Whether you own a collector, daily driver, or work-in-progress Porsche, October 13th 2012 will be the first and only local PCA official opportunity of 2012 to compete for and witness some family-friendly bragging rights.

The Lone Star Region website states, "LSR Concours program is based on the practical reality that most of us have many other priorities, limited time and may well use our Porsches as daily drivers. While you may find a couple of cars that have been given the 'white glove and toothbrush' treatment, the odds are that most of the cars shown locally are prepared in a few hours and generally driven to the event prior to a final cleanup."

More than a judging contest in beauty of the many different Porsche models you will see, this event encourages the child-like spirit in all of us to attend. I have seen extremely rare and breathtaking models and met some remarkable individuals through my connection with PCA. They have said it best, "It's not just the cars, it's the people." I plan to bring my family to participate in the activities and gathering of not just

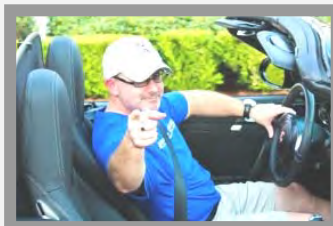
amazing vehicles, but people as well. Will you bring yours?

Additional event details can be found on the Lone Star Region's Facebook group or website:

<http://www.lsrpca.com/concours.htm>

MEMBER *Profile*

Shawn M. Galloway



Shawn and his family live in Spring Texas. As a professional keynote speaker, author and international consultant he spends most days, unfortunately, not driving a Porsche. When home he focuses his attention on his wife and amazing three daughters. When they let him, he tries to afford some additional quality time with his 1986 928S or 2011 997.2S Cabriolet.





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Steven Flodder, President, is a CERTIFIED FINANCIAL PLANNER™ professional (CFP®) who also holds the Chartered Life Underwriter (CLU), and a Chartered Financial Consultant (ChFC) professional designations. Steve has a varied business background strongly influenced by his years in management with Amoco. He began working for Amoco as a geophysicist in 1977 after earning his Masters degree in Engineering. Within two years, Steve moved into management and spent the next twenty years all over the world, rising to become President of Amoco Mediterranean. During the downsizing and turmoil in the oil industry of the late 90's, Steve changed careers so that he could apply his planning and management experience to helping meet the needs of individuals and businesses.

Steve has been part of the Katy and Houston community since 1994 and actively supports many local charities and organizations. He has served two years as Chairman of the Board of the Katy Family YMCA and in 2004, chaired the Cinco Ranch High School Project Graduation. Additionally, Steve supports many local schools, businesses and publications, and is a member of Willow Fork CC.

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PPG-63453(06/11)



Since the details of the new 911 model – the “991” – began trickling out in the past months, there has been a significant outcry focusing on what Porsche is daring to do to their iconic vehicle. It’s just too large and heavy; it has “electric steering”; there’s too many electronic controls; and what about the PDK?!? I love my 911S and must confess that these same thoughts crossed my mind.

In the interest of providing y’all with answers to these questions, Jeri and I recently completed a grueling two week test of Porsche’s new flagship. (In the interest of full disclosure, this rigorous trial was cleverly disguised as a Fast Lane Travel vacation.) Our ordeal took us over the German countryside on no speed limit autobahns, up and down Austrian alpine passes on sometimes wet or snowy switchbacks, over narrow and winding Tuscan country

For our trip – I mean test – we were provided with a simple Avis rental car: a 911S cab with the above mentioned PDK tranny and about 15,000 km or 9,200 miles on the odo. Its features included the nav package (easy to understand and very useful when we had to find our way back through Tuscany one afternoon), standard seats with ventilation and heating, sport chrono plus, sport exhaust and probably a few other options that we simply weren’t aware of. As near as I could figure, this is about a \$120-125k car (note to self: go buy a lotto ticket).

Your tester’s background includes immersion into our DE program for the past seven years starting with my ’01 Cab, through an ’06 coupe and now in a ’10 GT3. I’m a fairly decent driver, but not nearly at the skill level of many of the gear heads who are also regulars. Despite recurring advice to modify my car for more specialized track duty (e.g. I run on street tires, not racing slicks), I am quite content with driving my car up to TWS, becoming Speed Racer for the weekend and driving it back home for more daily driving duty. Enough about me; what about the car?

I found the 991S to be a real joy to drive – powerful and fun though without the feeling of brute strength (nor the harsh ride) of my GT3. On the autobahn, it was fast and



Testing summer tires on a Tyrolean Alpine pass. In the spirit of aesthetics over safety, the Austrians use these clever “safety rocks” instead of guardrails.

roads, through medieval towns on very tight streets and across the countryside at speed – until we would encounter a herd of cattle. As I’ll detail below, our conclusion is that this car – with a PDK – is indeed a worthy successor to the 911.



Not a typical day at the Jenbach, Austria train Station.



Showing the LSR flag in Tuscany.

PDK FAQ

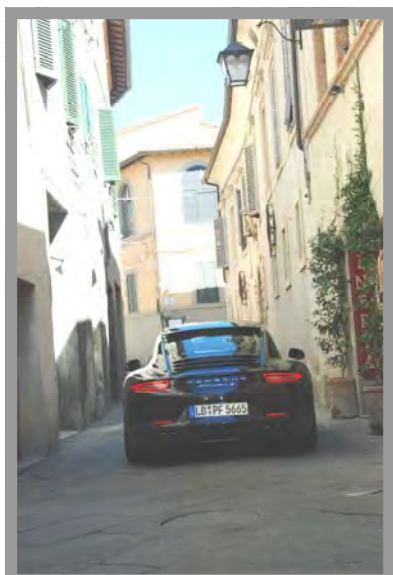
By Greg Platt

stable at speeds up to at least 150mph. Note that we drove these highways with the top down. There was no front end lightness as we experienced with a '07 997 on a previous trip (Fact: it's unsettling to have the steering wheel go limp at very high speed). The brakes – well we are talking about a Porsche with the upgraded, red brakes – were perfect. No fade with good feel at high and low speeds. While my GT3 has about a 15% advantage over this car in power to weight ratio, the 997S had plenty of umph to get us up to autobahn speeds or pull out of a hairpin. I guess that 400hp will do that for ya.

On both twisty Tuscan roads in warm weather and rainy/snowy alpine switchbacks, the car handled like a dream. The turn in was very quick and responsive and the wheel provided plenty of feedback when we pushed and subsequently over-steered on consecutive hairpins in a low gear and heavier rain (I then turned the PSM back on). Note that we did all this driving on Pirelli P-Zero summer tires, a fact that caused a bit of concern when the rain turned to snow. On the factory tour, we learned that the “electric steering” was merely the replacement of the hydraulic power system with an electric one to reduce the hydraulic pumps constant parasitic load. There's still a firm, direct connection to the front wheels.

We found the new car was very comfortable to drive and in which to take long trips – some of our driving segments lasted about six hours. The trunk seems noticeably larger as I could lay my overnight bag down in it flat leaving plenty of room for souvenirs. The integral cockpit air deflector deployed at the touch of a button and made conversation possible at well over 100mph. If you do order a new Porsche for use in Houston, I highly recommend getting the ventilated front seats as they make a tremendous difference in warm temps.

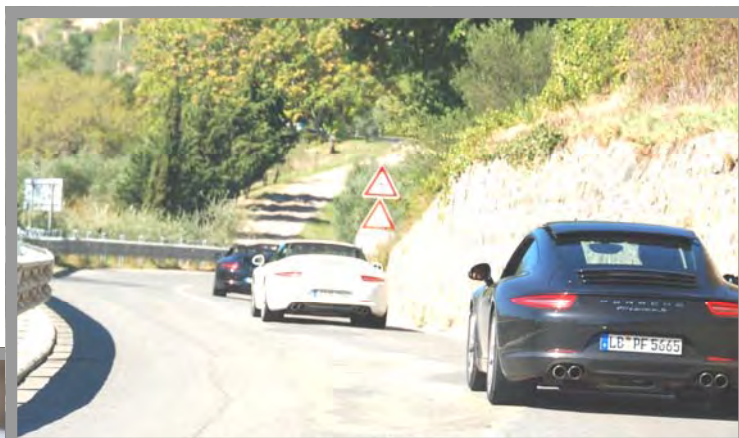
As I've noted, our car – like all the others on the trip and 70% of the cars now being shipped out of Stuttgart – was equipped with Porsche's PDK transmission. We first experienced this unit on our last tour in 2009 when PDK was first introduced. While I love the snic-snic feel of my GT3



Testing the width of the 991 in Montalcino.



Traffic on the road to Innsbruck.



Blind corners seem to be the norm in this part of the world, but the 991 remained glued to the road.

shifter, we were once again amazed at this innovation. In the automatic/sport mode, the PDK did a great job of gear selection to the point that it seemed like a mind reader. If one needs a bit more torque, simply pull back on the steering wheel mounted

(continued on next page)

buttons until the tach gets to where you need it to be. The unit would then upshift back to auto mode after a minute or so. If curvy roads called for more advanced thinking, just flip the handle to the side and the PDK's manual mode would keep the gear you've selected up to the redline.

This is no slush box. The engine sees the same thing out the back (or in the 911's case, front) with a PDK as with a straight manual: a direct linkage to the rear wheels. It

As you can see on their website (<http://fastlanetravel.com/>), these trips usually involve being provided one Porsche per couple and being guided through various parts of Europe. We have stayed in places and seen breathtaking vistas that we would never have otherwise experienced. That and the driving has been simply unforgettable. For this article, I've included a very few of the thousands of pictures that we've taken.

I can certainly understand if someone would see two downsides to these trips: the regimented schedule and the price. As Peter often says, the trips are organized like a para-military operation (though he can organize a custom trip around your schedule if you would prefer). This is necessary to insure that all 15 or so cars stay together and arrive at their destinations per his arrangements. When the Montepulciano police agree to let you drive through the pedestrian part of town and park in the main palazzi, it's best to show up as planned. As for the price, note that these trips are pretty much all inclusive – car use, expensive gas, lodging, meals, even the beer at the Volksfest. Since we stay and eat at some of the finest venues in the world, we have never completed a trip and felt that we didn't get our money's worth.



With all the 911s in town square, it's the Panamera that draws a crowd.

shifts much faster and smoother than you could ever do and prevents an engine destroying money shift. All that and it can do all the thinking by itself if you desire. For those who claim that driving a car with all this tranny technology and without a third pedal is somehow beneath what a true driver would do, I have just one thought: Don't say a word if your car has a synchronized transmission.

All in all, both Jeri and I love this car. I'm not saying that my GT3's days are numbered, but I would certainly want one if we ever replaced our 996 cab. Now – off to buy that lotto ticket.

As I mentioned above, we had the opportunity to drive the new 911 on one of Fast Lane Travel's European driving vacations. This was the third FLT trip that Jeri and I have been on and I strongly recommend putting one on your bucket list. Run by partners Peter Sontag and Thomas Höferlin, Florida based FLT has been offering these trips for over 35 years and is endorsed by the PCA.



Exclusive parking in Montepulciano.

As with other PCA events, the truly enjoyable part has been to meet and visit with all the great folks from the US and other countries that go with us. As the saying goes, it's not the cars, it's the people.

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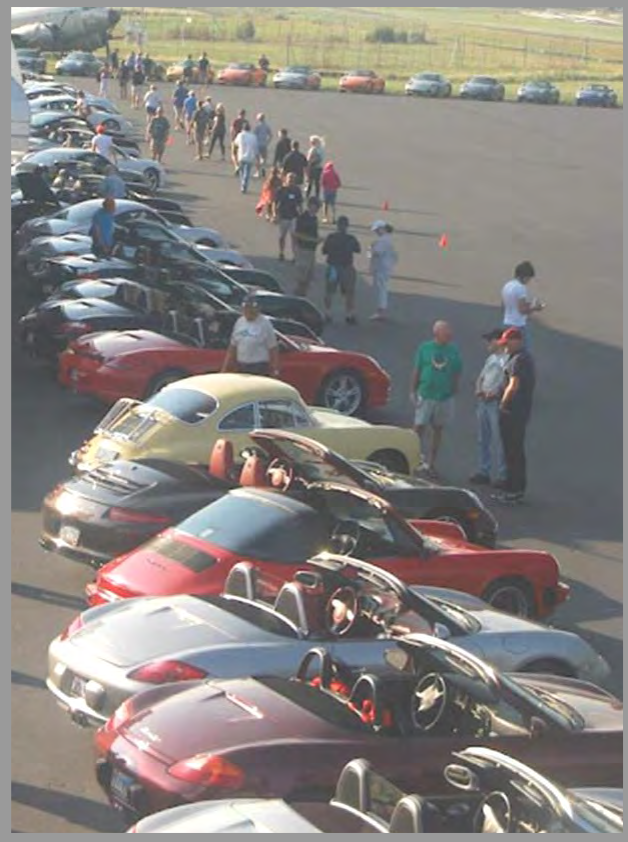


2012 Dates:
October 20 - 21 / December 1 - 2

Photos provided by Cafe Photo - www.Cafe-Pics.com

Boxstoberfest 2012 Fredericksburg TX

By Michael Shassere, Tourmeister



As usual, I arrive in Fredericksburg a few days early to pre-drive all the routes, tie up any loose ends, and generally chill out before everyone arrives. We had 237 registered attendees this year – well over last year's event, so I had to check on not just one, but three hotels which were going to house the guests during the event.

Driving to Fredericksburg from Houston on Tuesday morning, I must have done something to irritate Helios – as it seemed he moved the sun closer to the earth and I watched the temperature gauge creep up into the triple digits (or was that the speedometer?). When I arrived in Fredericksburg, it was 103. I decided no more driving today so I just got a few errands done and checked into the Hangar Hotel. A fantastic boutique hotel, built to look like a WWII Pacific War barracks – but way much nicer on the inside.

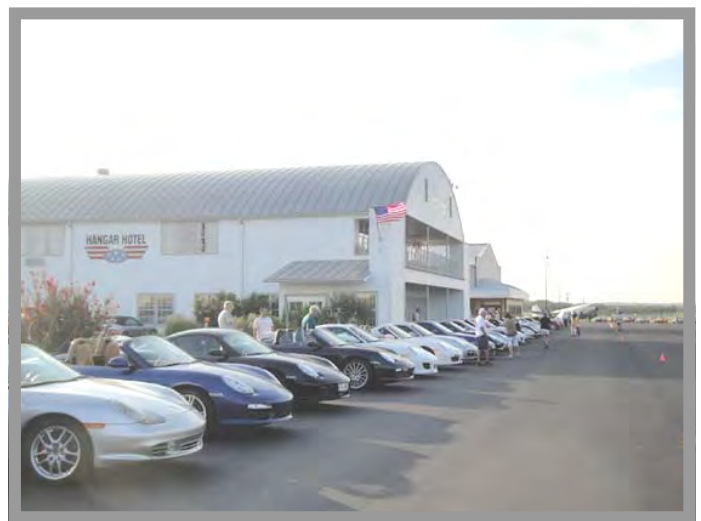
Wednesday and Thursday mornings were spent pre-driving the routes. The roads were in perfect condition and ahead were fantastic days for driving. This must have pleased Hemera,



who obviously spoke to Hesperides, and presented me with a wonderful sunset. The calmness of the evening and emptiness of the parking lot were soon to change.

Friday afternoon the first of the 237 attendees began to arrive. Michael Ray and his lovely wife came all the way from North Carolina to attend in his brand new 2013 Boxster. He commented, "I reached the break in point on the way down – can't wait for redline tomorrow!" Another long distance attendee, Lee Lichtenstien, came in from Illinois. Everyone descended on the Officers Club throughout the evening. They checked in and grabbed their registration welcome bags and t-shirts and then met up with old friends and went about meeting new ones. Then everyone went off for a good night's sleep in preparation for the next day.

Overnight, Selene brought us a beautiful moon to illuminate all the fabulous Porsches in town. Eurys must have noticed, as he brought us glorious morning temperatures in the upper 60's – something we haven't seen in months. The cool winds kept up the rest of the day. High temperatures stayed in the mid 80's for the day – absolutely perfect driving weather!



110 Porsches lined up on the Gillespie Country Airport tarmac – truly a wonderful sight to see – preparing for a fun day of driving.

(continued, see page 22)



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After a brief drivers meeting, the four touring, scenic, and rally groups headed out into the Texas Hill Country for a day filled with exciting twisties and long stretches to really get a feel of what our cars are built to do.

At mid-day the touring groups met up at the Bent Rim Grill in Leakey, and the rally and scenic groups

met up at the Albert Ice House. Everyone enjoyed some fantastic TX BBQ and a rest before heading out for a full afternoon of driving. First time attendees were overwhelmed by the roads in the Hill Country – steep climbs, tight curves, disappearing roads, and every other challenge we enjoy so much in these cars.

Late that afternoon everyone arrived back at the Hanger Hotel for a well deserved adult beverage or two. After winding down and cleaning off the day's dust the group gathered in the Pacific Showroom for a wonderful buffet dinner. Mayor Hoover declared Main street as "Boxster Boulevard" for the weekend, and we had a nice presentation by Jack Griffin on his race career. The gimmick route winners were presented a trophy for most accurate. The official mileage was 127.3 miles. Randall and Susan Klein completed the course in 134.5 miles, and captured the "Most Accurate" trophy. Meg and Hayward Moore, first time attendees, captured the

coveted "Most Lost" trophy, coming in at 195 miles. Just to be fair, your Tour-meister pre-drove the course, and completed it in 219 miles. ☺

After dinner, a few die hards retired back to the Officers Club for more comradery, or just retired!



A special thanks to co-hosts Steve Boyd and Ted Pietrzak, drive leaders Ted Pietrzak, Matt Marcelissen, Jimmy Dunn, and Larry Kirkwood, Dinner host Sara Boyd, as well as Noel Adorno, Ed and Dee Cannon, Walt Doyle, Andy Kay, Jack Griffin, Bridgestone, North Houston, Momentum and Autobahn Porsche, Griots Garage, Cool Caps – and everyone else who helped put this little event together this year.

See y'all next year – September 6-7-8, 2013, again in Fredericksburg TX.



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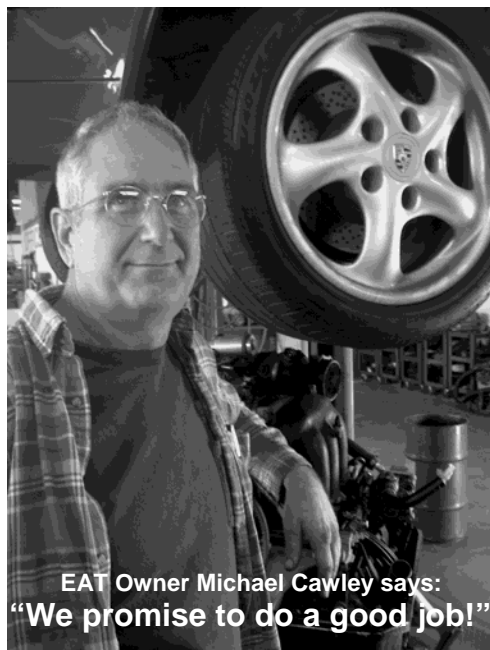
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Contact me at bjorjaco@online.no or call me, Bjorn, at 832 638 3241

Nov 11



1976 Porsche 912 e

Very rare. Fuel Injected 4 cylinder. Body is clean and Garage kept. A few electrical problems. Though, engine runs great. Extra interior parts included. Please. Serious offers only. Email RPOLLOCK1969@gmail.com or call [409-682-8323](tel:409-682-8323)

May 12



Set of Porsche OEM wheels and tires for sale:

Factory installed wheels from my 2002 911. These are the 17 inch 10 spoke wheels which were a factory option from 2002 on the 996 cars. Fit both 911 and Boxster. Wheels are 7.5 inch front and 9 inch rear, and are in very nice condition. The set includes the mounted and balanced Pirelli P-Zero tires. Tires are in good shape and have 5/32 (front tires) and 4 to 5/32 (rear tires) tread depth. The factory Porsche crest center caps are included (those alone are worth a bit!). Asking \$900 for the full set, but would welcome offers. Located in the Memorial area, near west side of Houston near Bunker Hill Road. Contact Dave Baumgartner [713 240 0357](tel:713-240-0357) cell, or [713 296 3328](tel:713-296-3328) office. DBaumgartner@Marathonoil.com

May 12

Want to Buy: Set of 17 inch Boxster twist rims

They can be scratched or have some curb rash and be generally ugly looking, but not bent or warped. Contact me with the amount you want for them: randallneighbour@me.com, [832-474-7381](tel:832-474-7381).

Feb 12

Agency Power Dual Exhaust Tip

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Nov 11



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Aug 11

Quick lift aluminum racing-style jack w/two steel jack stands. All as new, \$95. FloatCharger battery maintainer, NOT a trickle charger \$30. Joe Foster at hif360@aol.com

Oct 11

Front bumper cover off 01 996. \$600.00

Contact Tom Sanders [713 907-4921](tel:713-907-4921) (cell), [713 654-0261](tel:713-654-0261) (work), or thomas.sanders@ubs.com.

Oct 11

DE Tires. Bridgestone Potenza RE960AS Pole Position: front

pair 235/35R19; rear pair 295/30R19; fronts have 6 mm tread depth, rears 4 mm. Great traction in the wet and the soap at PDS. Bob

Brooks, [713/419-5152](tel:713-419-5152), bcarchrb@aol.com. \$200.

Feb 12

3 Porsche Car Covers, 2 silver and 1 tan. Were used on 1987 944 Turbo and 1997 Carrera 2 (993). \$50 each. Bob Saunders [281-574-9604](tel:281-574-9604), Ask for Lila.

May 12

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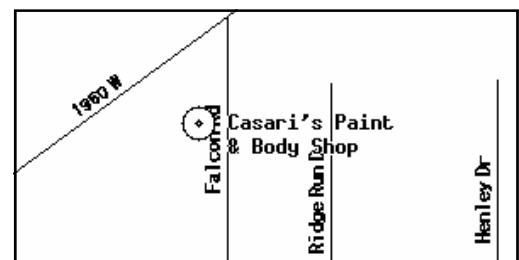
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